

6.36
Nv in the air supply line comprises a restriction located near each air bellows.

30. In a vehicle having at least two parts designed to have some limited movement relative to each other and wherein said first part is a frame supported by a second part and which parts are connected by a device designed to limit movement between said first and second parts of claim 21, wherein said air bellows assembly comprises at least two air bellows with at least one governing orifice located in the air supply line of said air bellows assembly to produce a time delay in the rapid changes in the air volume in the air bellows and wherein the governing orifice in the air supply line comprises a restriction located near each air bellows so that the pressure change characteristics of each air bellows can be regulated independently.

REMARKS

The application and claims have been amended to make it more apparent that the claims cover allowable subject matter and to overcome the rejections under Sections 112 and 103. It is believed that the amended claims are in allowable form. The newly submitted claims correspond to the previous claims with more particular description of the features beginning on pages 3, 8 and 15. Any suggestions to more quickly place the claims in allowable form would be greatly appreciated. The claims as amended clearly distinguish over the art and are believed to be in allowable form. Indication of allowable matter would be appreciated.

The abstract has been amended as requested by placing it on page 20.

The needed changes to the specification and drawings have been made. Indication of the needed changes by the Examiner is appreciated. Apparently, some of the difficulties may be due to the quality of the copy of the informal drawings. The nature of the restriction or orifice and its location and function is discussed in the specification beginning on pages 3, 8 and 15.

Proposed corrections for the drawing are shown in red on the copy of the drawing submitted herewith. In addition, where possible the corrections have been set forth above in the amendment.

The rejection of the claims under 35 U.S.C. 103 and 112 should be withdrawn in view of the distinguishing features pointed out herein and amendments to make the patentability of applicant's invention more apparent. The references cited do not show applicant's invention.

U. S. Patent 3,285,281 to Pribonic et. al. shows the use of air lift shock absorbers on the rear of a motor vehicle. The shocks are attached to the frame of the vehicle and the assembly that secures leaf springs to the axle. The system uses a variable pressure system to adjust the height of the vehicle by setting the initial pressure and height of the shocks.

U. S. Patent 4,465,297 to Yamahara describes a complex and electronic vehicle height control system. This complex system does not suggest applicant's invention or any method of combining all or parts of Yamahara with anything.

U. S. Patent 2,953,391 to Whelan describes an air suspension control valve which would no doubt work well with the Pribonic invention or with applicant's invention but appears to be incompatible with the Yamahara control system. Whelan does not show or suggest applicant's invention or any method of combining parts of Whelan with anything.

Thus, the references cited do not show or suggest applicant's invention. The references cited in the specification are to illustrate methods in which applicant's invention might be utilized and are not believed to be any more relevant than the patents cited by the Examiner but applicant does not make any representations concerning the patents listed.

Applicant's drawings (still informal), claims and application are believed to be in condition for allowance. Each of the subjects pointed out in the Office Action has been addressed herein and it is believed that each reference has been clearly distinguished. If it would expedite allowance or placing the application in condition for allowance, the Examiner is requested to call or fax the Applicant's Attorney with any suggestion or to resolve any question that might remain.

Respectfully submitted,



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Date: 11 Oct 2000

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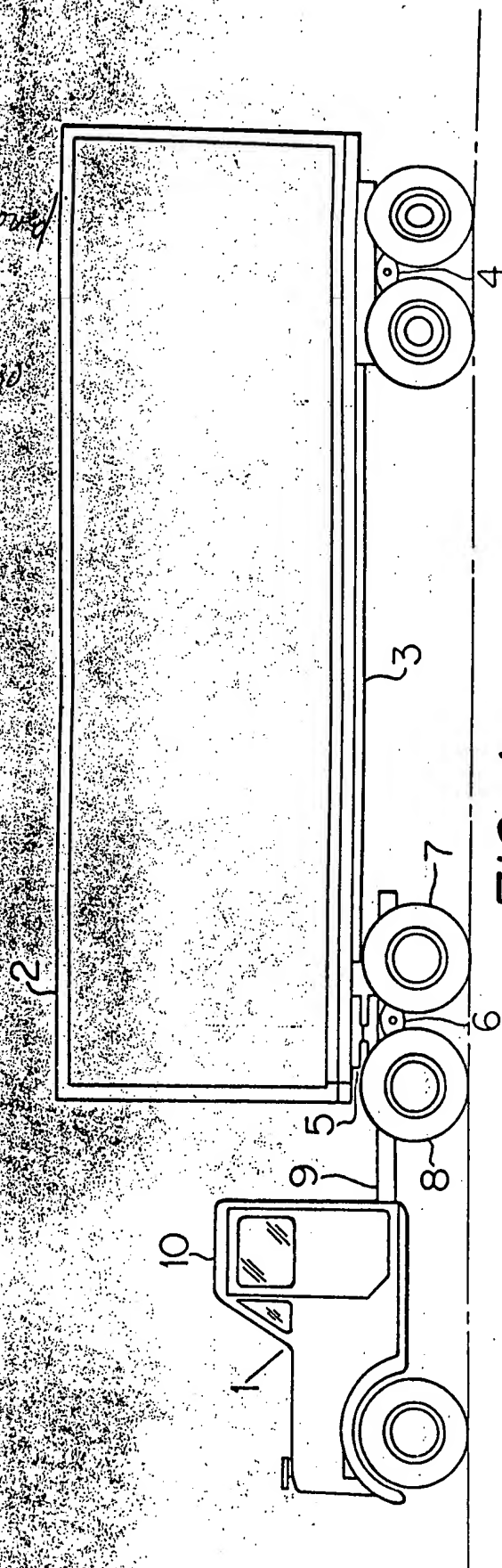


FIG. 1

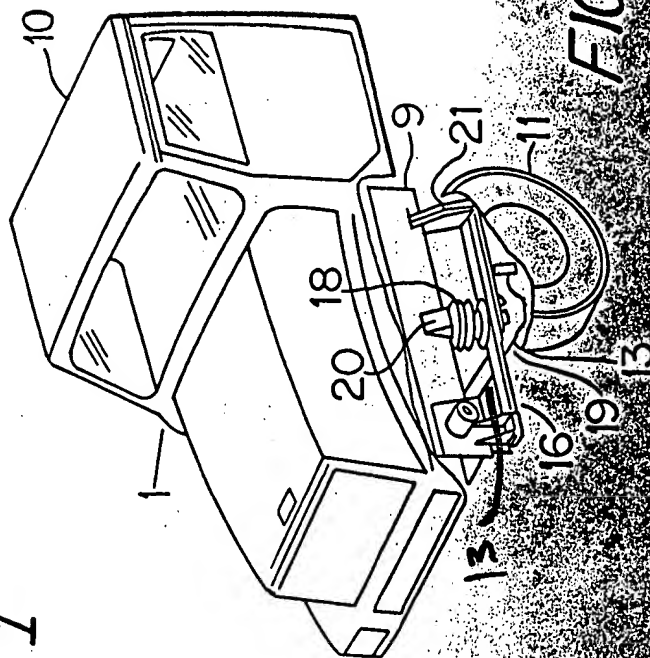


FIG. 3

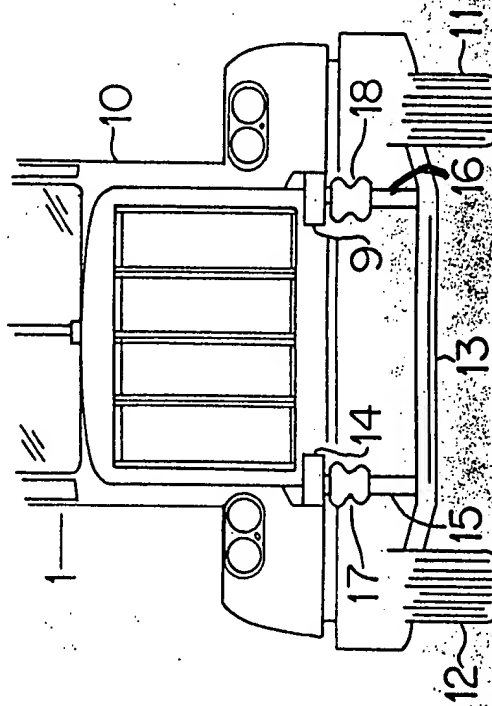


FIG. 2

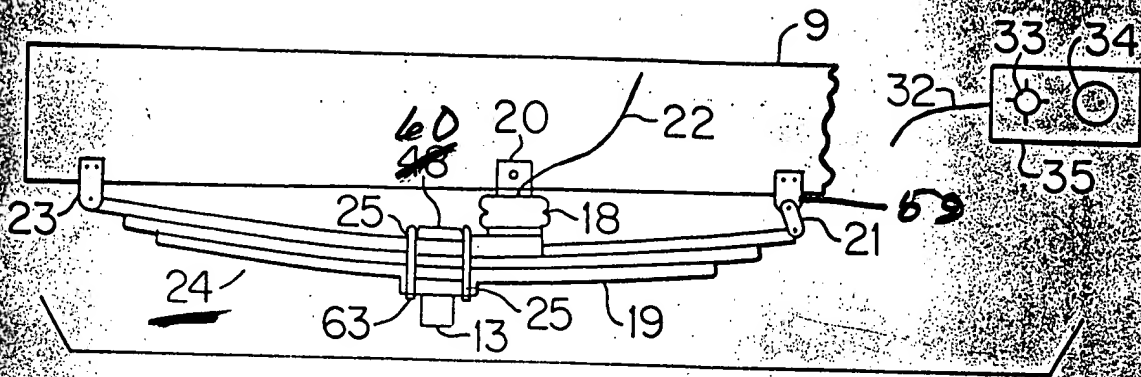


FIG. 4

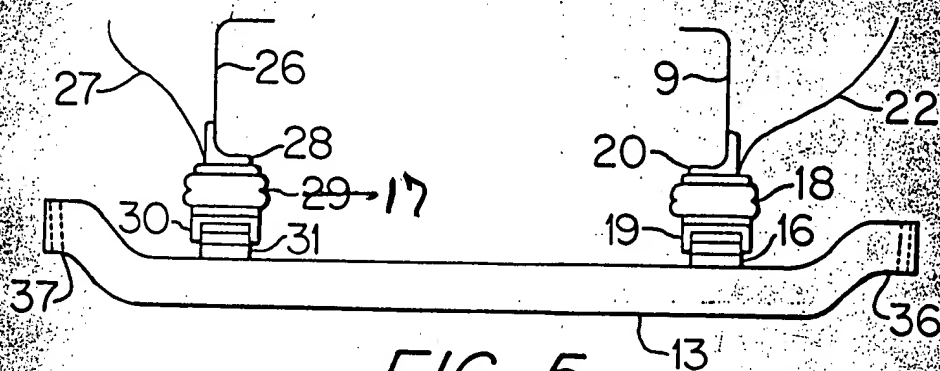


FIG. 5

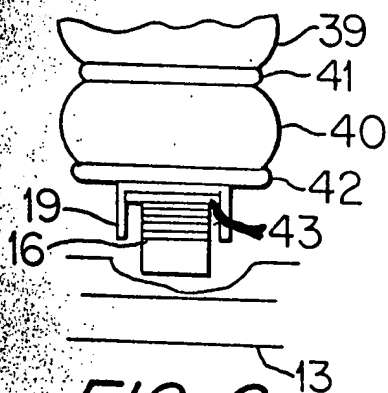


FIG. 6

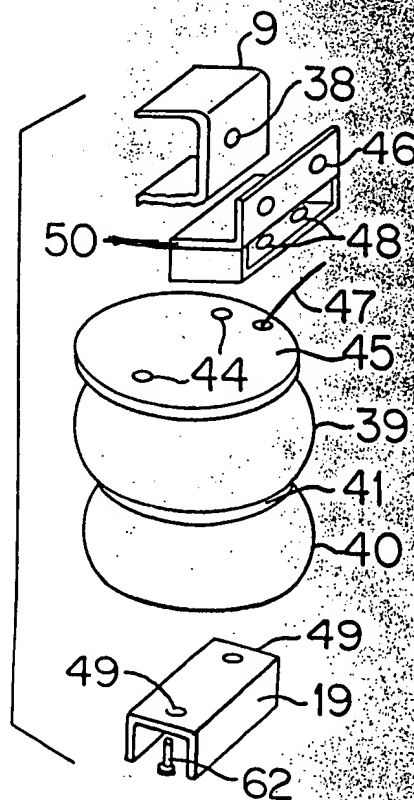
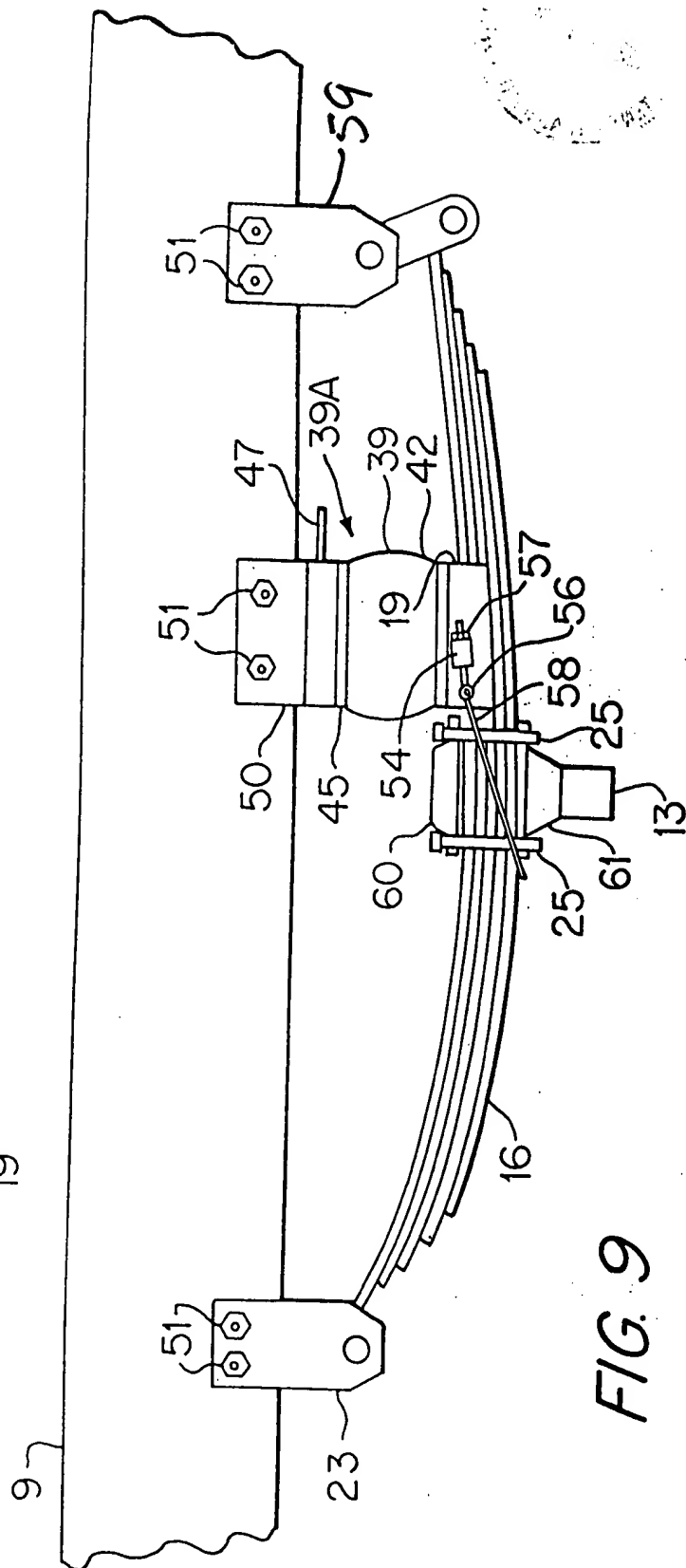
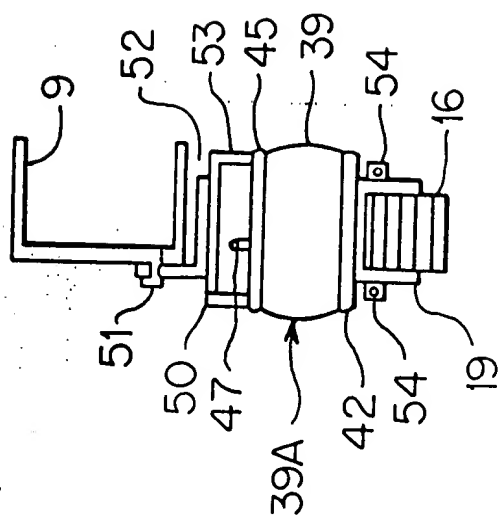


FIG. 7

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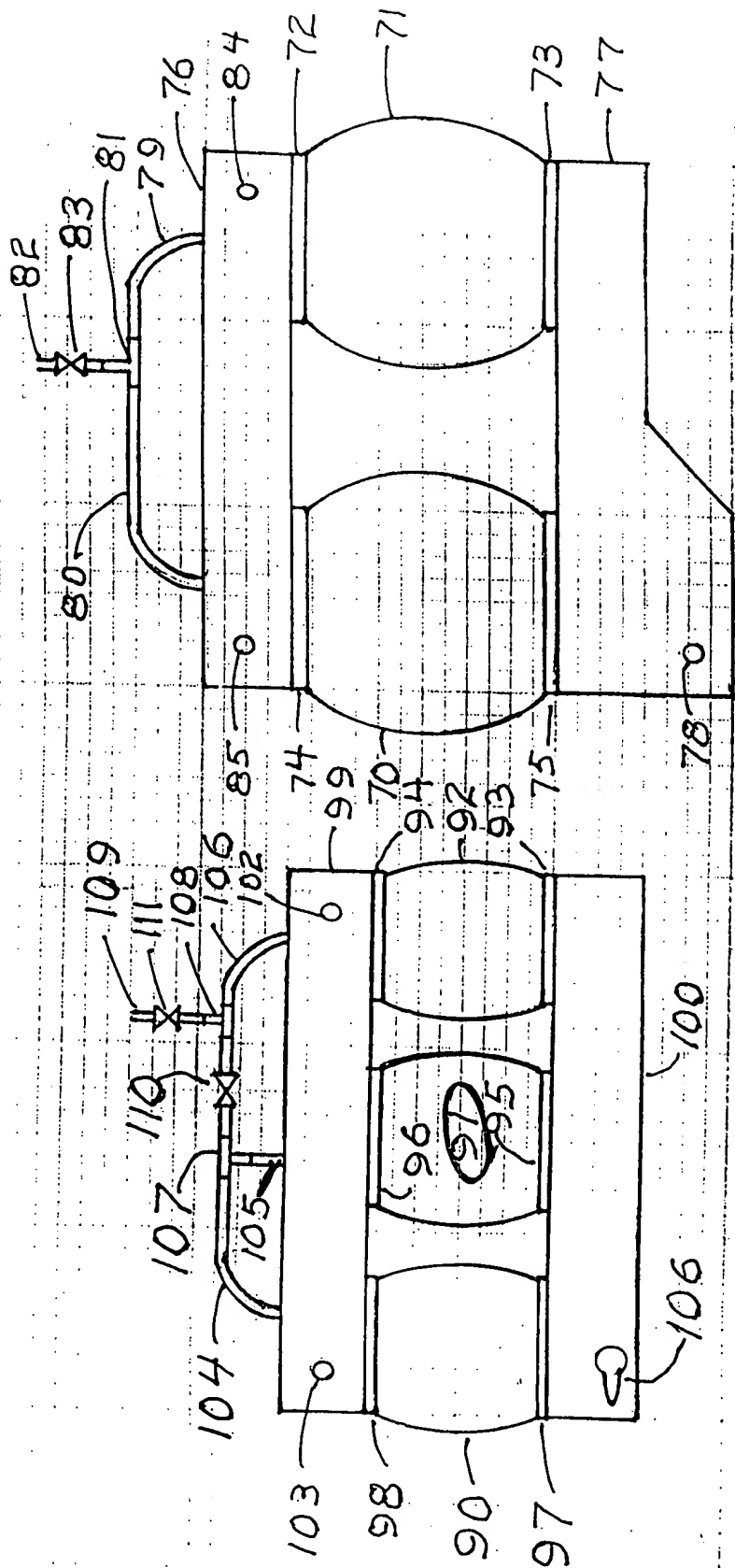


FIG. 11

FIG. 10